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(54) **REAR STRUCTURE AND REAR EQUIPMENT  
FOR STRADDLE TYPE VEHICLE**

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**B62J 1/12** (2006.01)  
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**B62J 27/00** (2006.01)  
**B62K 11/04** (2006.01)  
**B62K 11/02** (2006.01)

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**B62J 1/28** (2013.01); **B62J 27/00** (2013.01);  
**B62K 11/04** (2013.01); **B62K 11/00** (2013.01);  
**B62K 11/02** (2013.01)

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B62K 2710/04

USPC ..... 280/202, 293  
See application file for complete search history.

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(57) **ABSTRACT**

In a rear structure for a straddle type vehicle including a front seat, on which a rider sits, seat rails for supporting a rear seat, on which a pillion passenger sits behind the rider, grab rails, which are attached on a vehicle body on the sides of the rear seat, a backrest, detachably attached to the rear portion of the vehicle, and a space for the pillion passenger to hold the grab rail, which is formed between the grab rail and the vehicle body. The grab rail is configured such that a grip portion extends in the front-and-rear direction of the vehicle body, and the backrest is disposed inside the grip portion, is supported at the front and rear of the grip portion by the grab rail and overlaps the grip portion in a side view.

**20 Claims, 8 Drawing Sheets**

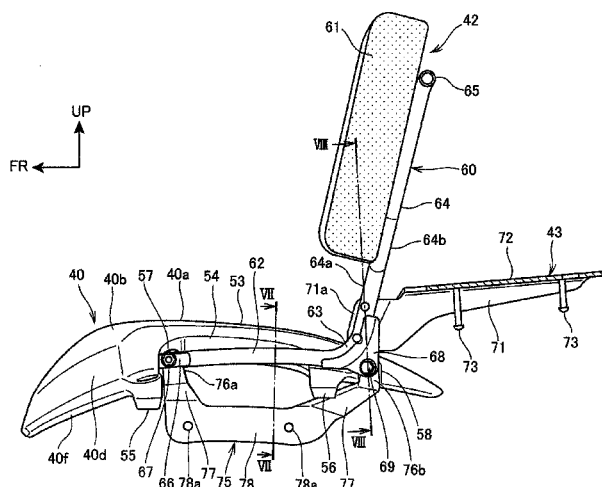


Fig.1

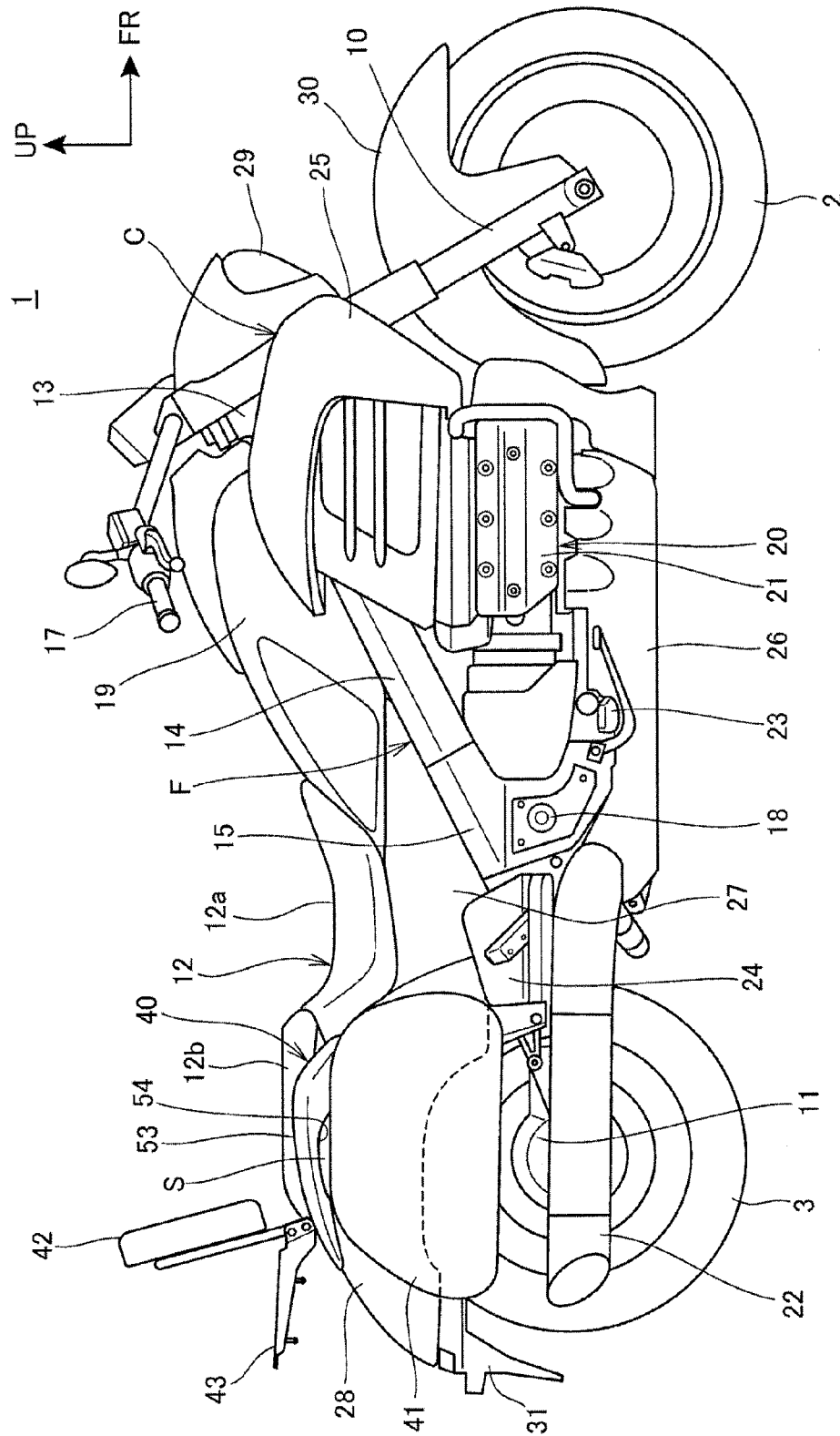


Fig.2

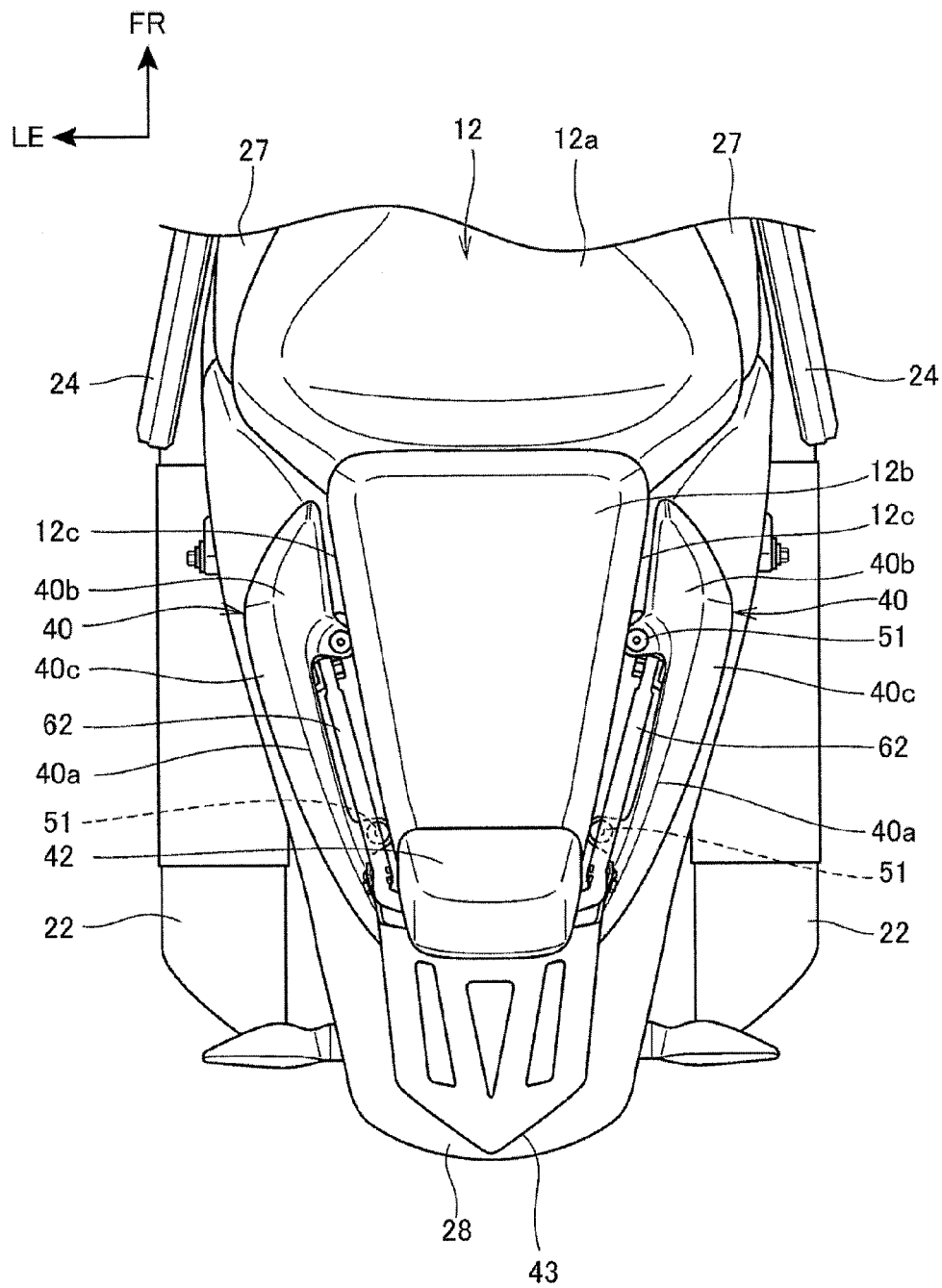


Fig. 3

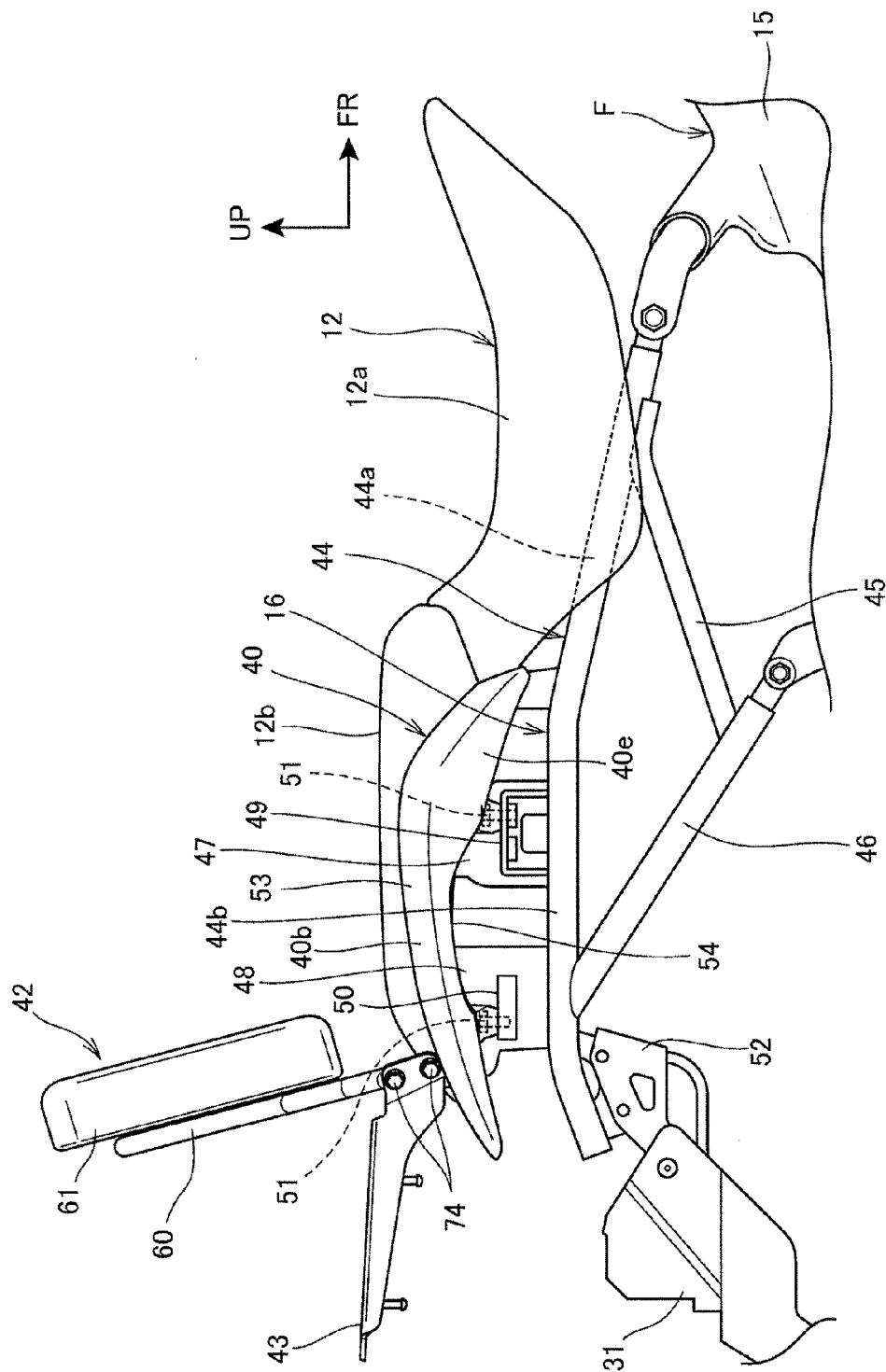


Fig.4

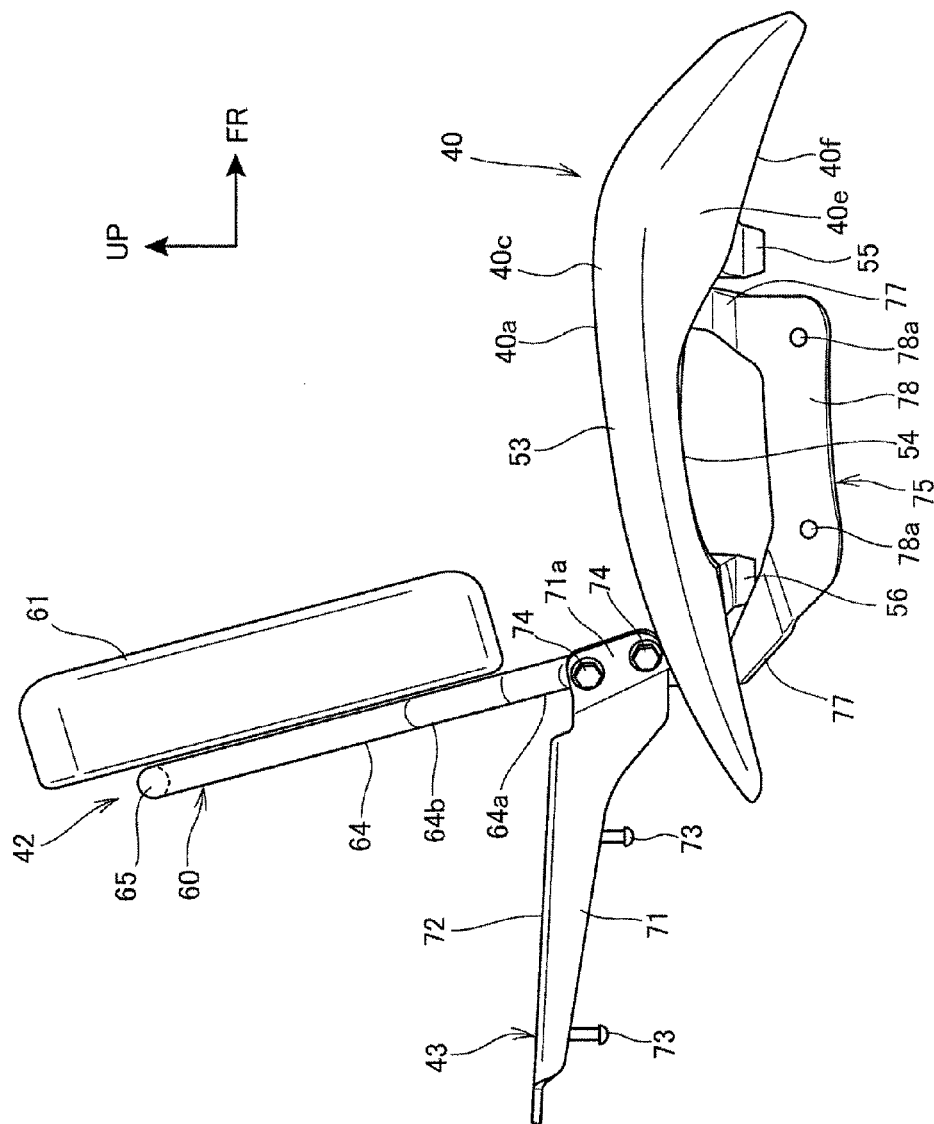


Fig.5

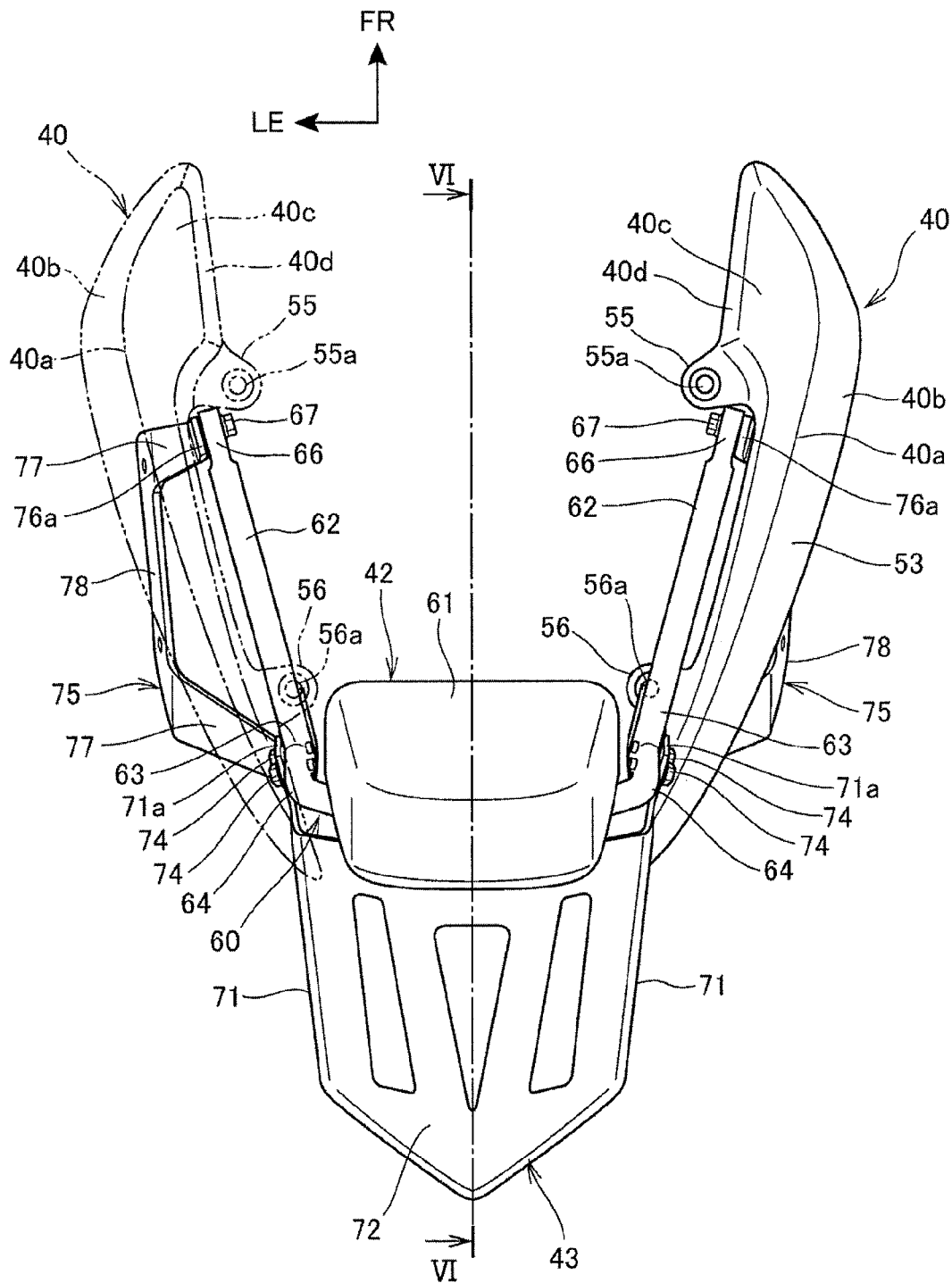


Fig.6

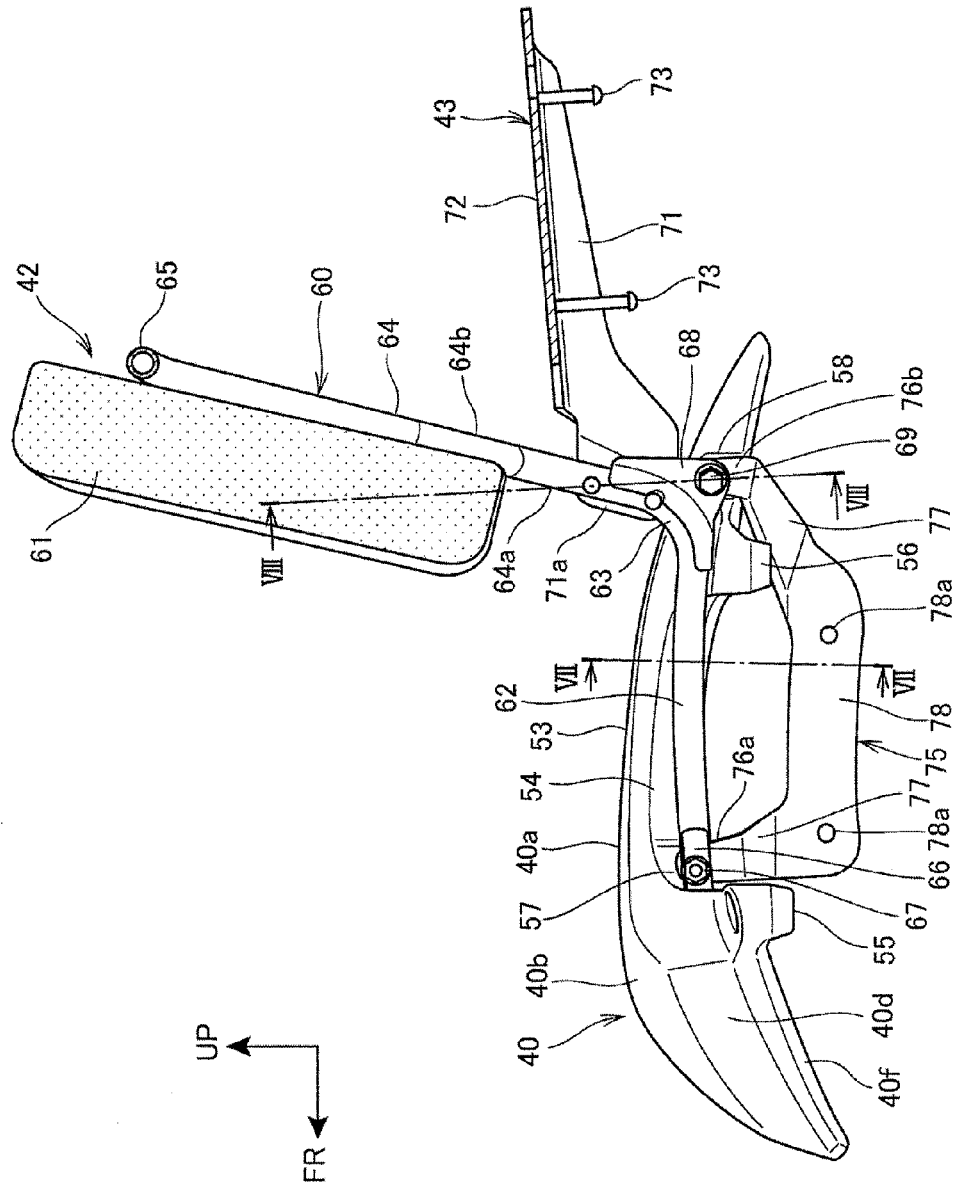


Fig.7

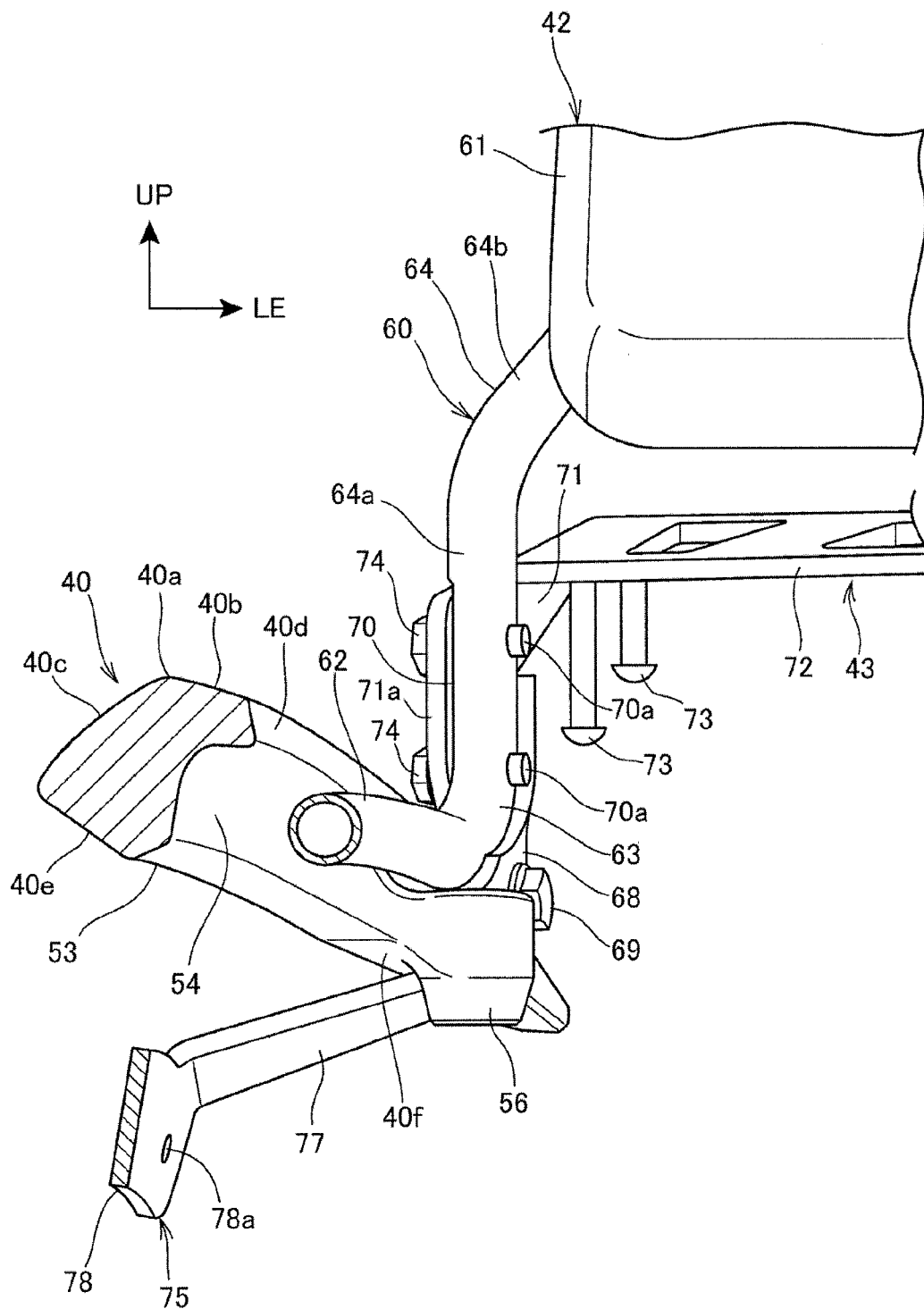
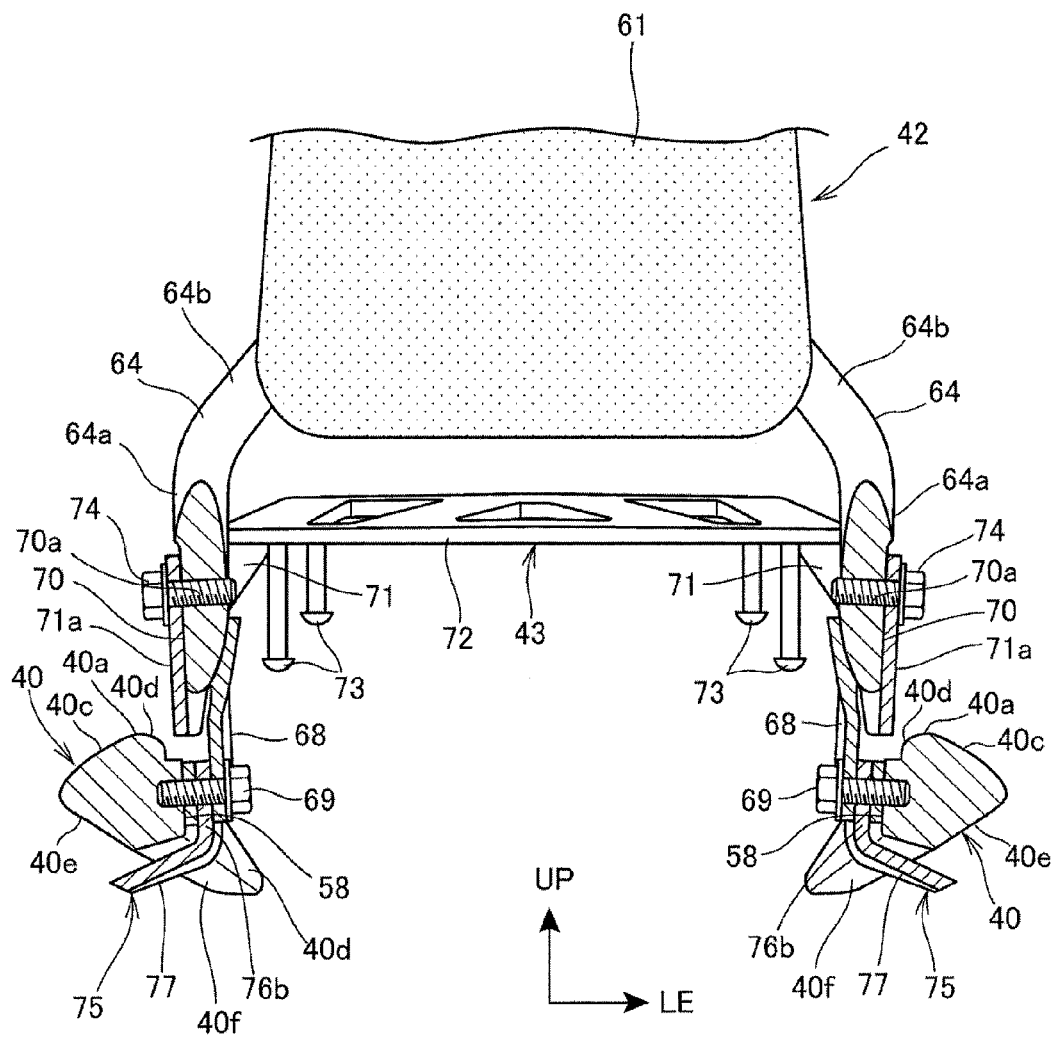


Fig.8



## REAR STRUCTURE AND REAR EQUIPMENT FOR STRADDLE TYPE VEHICLE

### CROSS-REFERENCE TO RELATED APPLICATIONS

The present application claims priority under 35 USC 119 to Japanese Patent Application No. 2013-071112 filed Mar. 29, 2013 the entire contents of which are hereby incorporated by reference.

### BACKGROUND OF THE INVENTION

#### 1. Field of the Invention

The present invention relates to a rear structure and rear equipment for a straddle type vehicle.

#### 2. Description of Background Art

As a conventional rear structure for a straddle type vehicle, there has been known a structure wherein a rear carrier is attached to a support portion provided on a body frame and grab rails can be attached as a substitute for the rear carrier. See, for example, Japanese Laid-open Patent Publication No. 2002-284075.

However, in the conventional rear structure for the straddle type vehicle mentioned above, the rear equipment such as the rear carrier and the grab rails cannot be mounted at the same time. It is desirable to be able to mount the rear equipment and the grab rails at the same time.

### SUMMARY AND OBJECTS OF THE INVENTION

It is an object of an embodiment of the present invention to make it easy to hold the grab rails while improving the support of the rear equipment on the vehicle body.

According to an embodiment of the present invention, it is easy to hold the grab rails while improving the support of the rear equipment on the vehicle body.

To achieve the above-mentioned object, according to an embodiment of the present invention, a rear structure for a straddle type vehicle includes a front seat (12a), on which a rider sits, seat rails (16) for supporting a rear seat (12b), on which a pillion passenger sits behind the rider, grab rails (40), which are attached on a vehicle body on the sides of the rear seat (12b), rear equipment (42), which is detachably attached to the rear portion of the vehicle, and a space (S) for the pillion passenger to hold the grab rail (40), which is formed between the grab rail (40) and the vehicle body. The grab rail (40) is configured such that a grip portion (53) extends in the front-and-rear direction of the vehicle body. The rear equipment (42) is disposed inside the grip portion (53) and is supported at the front and rear of the grip portion (53) by the grab rail (40) and overlaps the grip portion (53) in a side view.

According to an embodiment of the present invention, the rear equipment is disposed inside the grip portion and is supported at the front and rear of the grip portion by the grab rail and overlaps the grip portion in a side view. With such a construction, the interval of the front and rear fixing portions is lengthened by fixing the rear equipment on the front and rear of the grip portion, which can support the rear equipment effectively. In addition, since the rear equipment is unobstructively located inside the grip portion, the space can be secured between the grip portion and the vehicle body. Accordingly, it is easy for the pillion passenger to hold the grab rail.

According to an embodiment of the present invention, the grab rails (40) are fastened vertically relative to the vehicle body in the front and rear of the grip portions, and the rear

equipment (42) is fastened to equipment mounting portions (57, 58), which are formed inside the grab rails (40), with bolts (67, 69) which are screwed in the left-and-right direction of the vehicle body.

According to an embodiment of the present invention, in a side view, the fastening portions of the grab rail, the equipment mounting portions and the bolts are difficult to be seen from outside, which can improve the external appearance.

According to an embodiment of the present invention, the grab rails (40) are provided in a left and right pair, and are disposed in a tapered shape in such a way that the interval of the left and right grab rails (40) becomes gradually narrower as it approaches the rear side, and the rear equipment (42) is a backrest which is formed by bending a piece of pipe.

According to an embodiment of the present invention, the rear equipment can be made vertically narrower, so that the rear equipment can be disposed so as to be accommodated within the width of the grab rails, which thereby improves the external appearance. Further, it is possible to improve the rigidity of the backrest.

According to an embodiment of the present invention, the rear equipment (42) has seating surfaces (70) which are formed by flattening the pipe, and plate-like brackets (71a) of a rear carrier (43) are fastened to the seating surfaces (70).

According to an embodiment of the present invention, the rear carrier can be fastened with a simple configuration.

According to an embodiment of the present invention, saddlebag stays (75) are fastened together with the equipment mounting portions (57, 58).

According to an embodiment of the present invention, the saddlebag stays can be provided with a simple configuration.

According to an embodiment of the present invention, the rear equipment (42) has front-and-rear extension portions (62) extending in the front-and-rear direction along the grab rails (40) with each of the front-and-rear extension portions (62) being fixed on the grab rail (40) so as to connect the front and rear of the grip portion (53) as well as to overlap the grip portion (53) in a side view.

According to an embodiment of the present invention, the rear equipment can be supported via the front-and-rear extension portions on the grab rails effectively. Thus, the rigidity of the grab rails is improved. Further, it is possible to improve the external appearance by hiding the entire front-and-rear extension portions inside the grab rails. ~~100191~~ According to an embodiment of the present invention, the rear equipment is detachably attached to the straddle type vehicle and includes the seat rails (16) for supporting the rear seat (12b), whereon the pillion passenger sits behind the rider, the grab rails (40), which are attached on the vehicle body on the sides of the rear seat (12b), and the space (S) for the pillion passenger to hold the grab rail (40), which is formed between the grab rail (40) and the vehicle body. The grab rail (40) is configured such that the grip portion (53) extends in the front-and-rear direction of the vehicle body. The rear equipment (42), disposed inside the grip portion (53), is supported at the front and rear of the grip portion (53) by the grab rail (40) and overlaps the grip portion (53) in a side view.

According to an embodiment of the present invention, the interval of the front and rear fixing portions is lengthened by fixing the rear equipment on the front and rear of the grip portion, which can support the rear equipment effectively. In addition, since the rear equipment is unobstructively located inside the grip portion, the space can be secured between the grip portion and the vehicle body. Accordingly, it is easy for the pillion passenger to hold the grab rail.

In the rear structure and the rear equipment for the straddle type vehicle according to an embodiment of the present

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invention, the interval of the front and rear fixing portions is lengthened by fixing the rear equipment on the front and rear of the grip portion, which can support the rear equipment effectively. In addition, since the rear equipment is unobstructively located inside the grip portion, the space can be secured between the grip portion and the vehicle body. Accordingly, it is easy for the pillion passenger to hold the grab rail.

In addition, in a side view, the fastening portions of the grab rail, the equipment mounting portions and the bolts are difficult to be seen from outside, which can improve the external appearance.

Further, the rear equipment can be disposed so as to be accommodated within the width of the grab rails. Thus, the external appearance is improved. Furthermore, it is possible to improve the rigidity of the backrest.

Moreover, the rear carrier can be fastened with a simple configuration.

In addition, the saddlebag stays can be provided in a simple configuration.

Further, the rear equipment can be supported via the front-and-rear extension portions on the grab rails effectively. In addition, it is possible to improve the rigidity of the grab rails as well as to improve the external appearance by hiding the entire front-and-rear extension portions inside the grab rails.

Furthermore, the interval of the front and rear fixing portions of the rear equipment is lengthened, which can support the rear equipment effectively. In addition, since the rear equipment is located so as not to be obstructive to the grip portion, the space can be secured between the grip portion and the vehicle body. Accordingly, it is easy for the pillion passenger to hold the grab rail.

Further scope of applicability of the present invention will become apparent from the detailed description given hereinafter. However, it should be understood that the detailed description and specific examples, while indicating preferred embodiments of the invention, are given by way of illustration only, since various changes and modifications within the spirit and scope of the invention will become apparent to those skilled in the art from this detailed description.

#### BRIEF DESCRIPTION OF THE DRAWINGS

The present invention will become more fully understood from the detailed description given hereinbelow and the accompanying drawings which are given by way of illustration only, and thus are not limitative of the present invention, and wherein:

FIG. 1 is a right side view of a motorcycle according to the embodiment of the present invention;

FIG. 2 is a plan view of the rear portion of the vehicle seen from the top;

FIG. 3 is a right side view of the rear portion of the vehicle;

FIG. 4 is a right side view of a grab rail and a rear equipment;

FIG. 5 is a plan view of the grab rails and the rear equipment seen from the top;

FIG. 6 is a sectional view taken along a line VI-VI of FIG. 5;

FIG. 7 is a sectional view taken along a line VII-VII of FIG. 6; and

FIG. 8 is a sectional view taken along a line VIII-VIII of FIG. 6.

#### DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

Hereinafter, the embodiment of the present invention will be described with reference to the drawings. In the drawings,

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directions of front and rear, left and right, upper and lower and the like in the description below are the same as those of the vehicle body, unless it is explicitly stated otherwise. In addition, in the drawing, an arrow FR shows the front, an arrow UP shows the upper, and an arrow LE shows the left side of the vehicle body.

FIG. 1 is a right side view of a motorcycle according to an embodiment of the present invention.

A motorcycle 1 is a straddle type vehicle in which an engine 20 is supported below a body frame F, a front fork 10 supporting a front wheel 2 is steerably supported on the front end of the body frame F, a swing arm 11 supporting a rear wheel 3 is provided on the rear portion side of the body frame F, and a seat 12 on which passengers sit is provided above the body frame F. The body frame F is partially covered with a resin-made vehicle body cover C.

The body frame F includes a head pipe 13 provided on the front end thereof; a pair of left and right main frames 14 extending so as to be inclined downward to the rear direction from the head pipe 13; a pair of left and right center frames 15 that are positioned in the center of the front and rear of the vehicle and extend downwardly from the rear end of the main frames 14; and a pair of left and right seat rails 16 (FIG. 3) that extend upwardly to the rear direction from the upper portion of the center frames 15 to the rear portion of the vehicle.

The front fork 10 is rotatably and pivotally supported via a steering shaft (not shown) on the head pipe 13, and the front wheel 2 is pivotally supported on the lower portion of the front fork 10. A handle 17 for steering is fixed on the upper end of the front fork 10.

The swing arm 11 is rotatably and pivotally supported by a pivot shaft 18 that penetrates through the center frames 15 in the width direction of the vehicle, and the rear wheel 3 is pivotally supported on the rear end of the swing arm 11.

The engine 20 is a multi-cylinder horizontally opposed four-cycle engine, in which a crank shaft is disposed so as to be directed in the front-and-rear direction, and a cylinder portion 21 extends in the left-and-right direction. An exhaust pipe (not shown) of the engine 20 is drawn rearward while passing below the engine 20, and connected to mufflers 22 that are disposed in a left and right pair on the side of the swing arm 11.

A fuel tank 19 is disposed above the main frames 14, and extends from the vicinity of the head pipe 13 up to above the center frames 15.

The seat 12 is continuously provided from the rear end of the fuel tank 19, and extends up to the rear portion of the vehicle. The seat 12 includes a front seat 12a, on which a rider sits, and a rear seat 12b on which a pillion passenger sits. Steps for a rider 23 are provided further forward than the front seat 12a and below the center frames 15. Folding-type plate-like tandem steps 24 are disposed below the rear portion of the front seat 12a.

The vehicle body cover C includes a pair of left and right front side covers 25 covering the front portion of the main frames 14 and the upper portion of the engine 20 from the side; an undercover 26 covering the engine 20 from below; a pair of left and right middle covers 27 covering the lower portion of the front seat 12a; and a rear portion cover 28 (vehicle body) covering the upper portion of rear wheel 3.

A headlight 29 is provided in front of the head pipe 13. The upper portion of the front wheel 2 is covered with a front fender 30.

Grab rails 40 for holding by the pillion passenger are provided respectively on the sides of the rear seat 12b, and saddlebags 41 are provided in a left and right pair below the grab rails 40 as well as on the sides of the rear portion cover

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28. In addition, a backrest 42 and a rear carrier 43 are provided in the rear portion of the vehicle.

FIG. 2 is a plan view of the rear portion of the vehicle seen from the top. FIG. 2 shows the state in which the saddlebags 41 are removed.

As shown in FIGS. 1 and 2, the rear portion cover 28 is a cover covering the rear wheel 3 from above. The rear portion cover 28 is formed so as to taper toward the rear side in a top view, and the interval of the left and right edge portions becomes narrower toward the rear portion side.

The rear seat 12b is disposed above the rear portion cover 28 so as to be continuously provided from the rear portion of the front seat 12a, and is formed higher by a step than the front seat 12a.

The rear seat 12b is disposed in the center of the width direction of the vehicle, and the interval of the left and right edge portions 12c, 12c are formed so as to become narrower toward the rear portion side.

The grab rails 40, 40 are provided in a left and right pair on the sides of the rear seat 12b, and extend in the front-and-rear direction from the vicinity of the front edge of the front seat 12a up to the rear of the rear edge of the front seat 12a. The grab rails 40, 40 are disposed so as to be parallel to the edge portions of the rear seat 12b, in a tapered shape in such a way that the interval of the left and right grab rails 40, 40 becomes gradually narrower as it approaches the rear side. The grab rails 40, 40 are disposed further inside in the width direction of the vehicle than the left and right edge portions of the rear portion cover 28.

The rear equipment is detachably provided in the rear of the vehicle body, such as the backrest 42 and the rear carrier 43. The rear equipment is attached via the grab rails 40, 40 to the motorcycle 1.

The backrest 42, that is used as a backrest for a pillion passenger sitting on the rear seat 12b, is disposed above the rear portion of the rear seat 12b, and is provided in a slightly inclined posture to the rear direction relative to in the vertical direction. The backrest 42 is fixed on the grab rails 40, 40.

The plate-like rear carrier 43 for loading luggage and the like extends rearward from the backrest 42 in a slightly upward posture to the rear direction. The rear carrier 43 is fixed to the backrest 42.

FIG. 3 is a right side view of the rear portion of the vehicle. In FIG. 3, the descriptions of the rear portion cover 28, the saddlebag 41, the rear wheel 3 and the like are omitted.

The body frame F includes the pair of left and right seat rails 16, extending rearwardly from the rear portion of the center frames 15, and the seat 12 is supported by the seat rails 16. Each of the seat rails 16 has a rail portion 44 that is joined to the center frame 15 and then extends upward to the rear direction; a front side subframe 45 that extends downward to the rear direction from the front portion of the rail portion 44; and a rear side subframe 46 that extends upward to the rear direction from the rear end of the front side subframe 45 and is joined to the rear portion of the rail portion 44.

The rail portion 44 has a front side pipe portion 44a that extends upward to the rear direction from the front end to the intermediate portion of the rail portion and a horizontal pipe portion 44b that extends substantially horizontally rearwardly from the rear end of the front side pipe portion 44a.

The horizontal pipe portion 44b of the rail portion 44 has a front side seat support portion 47 and a rear side seat support portion 48, that protrude upwardly from the upper surface of the horizontal pipe portion. The front side seat support portion 47 supports the front portion of the rear seat 12b from below. The front side seat support portion 47 is formed above

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the connecting portion between the rail portion 44 and the rear side subframe 46, and supports the rear portion of the rear seat 12b from below.

The front side seat support portion 47 and the rear side seat support portion 48 have grab rail mounting portions 49, 50 extending outward, respectively. The grab rails 40, 40 are fixed on the grab rail mounting portions 49, 50 by grab rail fixing bolts 51, 51 that are fastened to the grab rail mounting portions 49, 50. Although the grab rails 40, 40 are fixed via the grab rail mounting portions 49, 50 to the seat rails 16, the seat rails 16 are covered with the rear portion cover 28, so that apparently, the grab rails 40, 40 seem to be attached to the rear portion cover 28.

The rear end of the rail portion 44 bends downwardly, and a fender stay 52, to which a rear fender 31 is fixed, is provided in this position.

FIG. 4 is a right side view of the grab rails 40 and the rear equipment. FIG. 5 is a plan view of the grab rails 40, 40 and the rear equipment seen from the top. FIG. 6 is a sectional view taken along a line VI-VI of FIG. 5. FIG. 7 is a sectional view taken along a line VII-VII of FIG. 6.

The grab rails 40, 40, the backrest 42 and the rear carrier 43 are formed symmetrically, and therefore, those on the right side will be mainly referred to for explanation.

As shown in FIGS. 4 to 7, the grab rail 40 is a bar-shaped member that is formed so as to be wider at the front portion thereof, and to be tapered as approaching the rear portion side. For example, the grab rail is formed by casting the aluminum alloy.

The grab rails 40 curve so as to be positioned inside in the width direction of the vehicle as approaching the rear portion side thereof in a plan view (FIG. 5), and curve gradually so as to be convex upward in a side view (FIG. 4).

The grab rail 40 has a ridge line 40a, that extends over the entire length of the grab rail in the front-and-rear direction, substantially in the center in the width direction of the upper surface of the grab rail. Referring to FIG. 7, on the upper surface of the grab rail 40, an inside upper surface portion 40b is formed that is inclined inward in the width direction of the vehicle and directs downward with reference to the ridge line 40a as a border, and an outside upper surface portion 40c is formed that is inclined outward in the width direction of the vehicle and is directed downwardly. The grab rail 40 has an inside side surface portion 40d, that extends downwardly from the lower edge of the inside upper surface portion 40b, and an outside side surface portion 40e that is inclined inward in the width direction of the vehicle from the lower edge of the outside upper surface portion 40c and is directed downwardly. In addition, the grab rail 40 has a lower surface portion 40f that connects between the lower edge of the inside side surface portion 40d and the lower edge of the outside side surface portion 40e.

The grab rail 40 has a grip portion 53 for a pillion passenger sitting on the rear seat 12b to hold in the intermediate portion in the front-and-rear direction of the grab rail. The grip portion 53 has a concave portion 54 for gripping which is formed in such a way to recess the outside side surface portion 40e, the lower surface portion 40f and the inside side surface portion 40d toward the inside of the grab rail 40, at the lower portion of the grab rail. The concave portion 54 for gripping is provided over the entire length of the grip portion 53.

The grab rail 40 has a front side seating portion 55, which is fixed to the grab rail mounting portion 49 (FIG. 3) on the front side, and a rear side seating portion 56 which is fixed to the grab rail mounting portion 50 on the rear side.

The front side seating portion 55 is provided in front of the grip portion 53 on the front portion of the grab rail 40, and is

formed so as to protrude inward in the width direction of the vehicle from the lower portion of the inside side surface portion **40d**. The front side seating portion **55** is formed in a bottomed cylindrical shape extending vertically, and a hole portion **55a**, through which a grab rail fixing bolt **51** (FIG. 3) penetrates, is formed on the bottom surface of the front side seating portion **55**.

The rear side seating portion **56** is provided in the rear of grip portion **53** on the rear portion of the grab rail **40**, and is formed so as to protrude inward in the width direction of the vehicle from the lower portion of the inside side surface portion **40d**. The rear side seating portion **56** is formed in a bottomed cylindrical shape extending vertically, and a hole portion **56a**, through which the grab rail fixing bolt **51** (FIG. 3) penetrates, is formed on the bottom surface of the rear side seating portion **56**.

As shown in FIG. 3, the grab rail **40** is placed on the grab rail mounting portions **49**, **50** at the rear portion of the seat rail **16**, and is fastened to the grab rail mounting portions **49**, **50** with the grab rail fixing bolts **51**, **51** that penetrate through the hole portions **55a**, **56a** from above. Accordingly, the grab rail fixing bolts **51**, **51** cannot be seen from the side, which thereby improves the external appearance.

The grab rail **40** curves in an upwardly convex shape, and the concave portion **54** for gripping is provided in the grab rail at the same time. Therefore, as shown in FIG. 1, a space **S**, into which the pillion passenger may place his/her fingers, is formed between the lower surface of the grip portion **53** and the upper surface of the rear portion cover **28**. Thus, it is easy for the pillion passenger to hold the grip portion **53**.

As shown in FIG. 6, a front side mounting portion **57** and a rear side mounting portion **58**, to which the backrest **42** is attached, are provided on the inside side surface portion **40d** of the grab rail **40**.

The front side mounting portion **57** is disposed between the front side seating portion **55** and the concave portion **54** for gripping at the front portion of the grab rail **40**. The rear side mounting portion **58** is disposed behind the concave portion **54** for gripping and the rear side seating portion **56** at the rear portion of the grab rail **40**. More specifically, the front side mounting portion **57** and the rear side mounting portion **58** are provided in the front and in the rear of the grip portion **53**, respectively.

The backrest **42** comprises a frame member **60**, that is supported on the grab rails **40**, and a backrest portion **61** that is fixed on the upper portion of the frame member **60**.

The frame member **60** is formed by bending a piece of pipe, whose sectional surface is substantially circular. The frame member **60** comprises a pair of left and right front-and-rear extension portions **62**, **62** that extend in the front-and-rear direction respectively along the inside side surface portion **40d** of each of the grab rails **40**, **40**; bending portions **63**, **63** that bend upwardly from the rear end of the front-and-rear extension portions **62**, **62**; a pair of left and right upper-and-lower extension portions **64**, **64** that extend upwardly from the bending portions **63**, **63**; and left-and-right connecting portion **65** that laterally connects the upper ends of the upper-and-lower extension portion **64**, **64**.

At the front end of the front-and-rear extension portion **62**, there is a front fixing portion **66** for being fixed to the front side mounting portion **57** of the grab rail **40**. The front fixing portion **66** is formed by flattening the front end of the front-and-rear extension portion **62**. The front fixing portion **66** is fastened to the front side mounting portion **57** with an equipment fixing bolt **67** which penetrates the hole portion of the front fixing portion **66** from inside in the width direction of the vehicle.

A rear fixing portion **68**, that is fixed on the rear side mounting portion **58** of the grab rail **40**, is provided so as to protrude rearwardly on the rear surface of the bending portion **63**. The rear fixing portion **68** is formed in a vertically extending plate shape, and is fixed by welding. The rear fixing portion **68** is positioned in the rear of the rear side seating portion **56**. The rear fixing portion **68** is fastened to the rear side mounting portion **58** with an equipment fixing bolt **69** that penetrates the hole portion of the rear fixing portion **68** from inside in the width direction of the vehicle.

FIG. 8 is a sectional view taken along a line VIII-VIII of FIG. 6.

The upper-and-lower extension portions **64**, **64** of the backrest **42** extend upward in a slightly inclined posture to the rear direction relative to in the vertical direction. The upper-and-lower extension portions **64**, **64** have parallel portions **64a**, **64a** in which the left and right upper-and-lower extension portions **64**, **64** extend upwardly from the bending portions **63**, **63** substantially in parallel; and upward extending portions **64b**, **64b** that extend such that the interval of the left and right upper-and-lower extension portions **64**, **64** becomes gradually narrower as it approaches the upper side.

Seating surfaces **70** are formed on the parallel portions **64a** in such a way as to flatten the outside surface of each of the parallel portions **64a**. Fixing hole portions **70a**, **70a**, that penetrate the parallel portions **64a** in the width direction of the vehicle, are provided vertically in a pair in the seating surfaces **70**. Carrier fixing bolts **74**, **74** for fixing the rear carrier **43** are screwed with the fixing hole portions **70a**, **70a**. In addition, the seating surfaces **70** may be formed in a flat surface shape by cutting or welding.

The backrest portion **61** is a cushion material formed substantially in a rectangular shape. The backrest portion **61** is provided across the upward extending portions **64b**, **64b** and the front surface of the left-and-right connecting portion **65**.

The rear carrier **43** includes a pair of supporting plate portions **71**, **71** that extend rearward from the left and right seating surfaces **70**, **70** of the backrest **42**; and a loading surface portion **72** that spans between the upper edges of the supporting plate portions **71**, **71**. Luggage items and the like are placed on the loading surface portion **72**. A plurality of hook portions **73**, that protrude downwardly, are provided on the lower surface of left and right edge portions of the loading surface portion **72**, and a net and the like for holding luggage items is hooked on the hook portions **73**.

Plate-like bracket portions **71a**, **71a**, that abut on seating surfaces **70**, **70**, are formed at the front end of the supporting plate portions **71**, **71**. The rear carrier **43** is fixed to the seating surfaces **70**, **70** with the carrier fixing bolts **74**, **74** that penetrate the plate-like bracket portions **71a**, **71a** from outside in the width direction of the vehicle.

As shown in FIGS. 5, 6 and 8, plate-like saddlebag stays **75**, to which the saddlebags **41** (FIG. 1) are attached, are provided on the grab rails **40**.

The saddlebag stays **75** have stay portions **76a**, **76b** that are respectively fixed to the front side mounting portion **57** and the rear side mounting portion **58**; side extending portions **77** that bend outside in the width direction of the vehicle from the lower end of stay portions **76a**, **76b** and then extend obliquely downwardly. The bag mounting portions **78** extend substantially straight and downwardly from the lower edge of the side extending portions **77**. Hole portions **78a**, **78a** for mounting the saddlebag **41** are provided in a pair in the front and the rear of the bag mounting portions **78**. In a top view (FIG. 5), the bag mounting portions **78** mostly overlap the grab rails **40**, and are positioned below the grab rails **40**.

Each of the saddlebag stays **75** is fixed to the grab rail **40** such that the stay portion **76a** on the front side is sandwiched between the front side mounting portion **57** and the front fixing portion **66** of the frame member **60** and is fastened together with the equipment fixing bolt **67**, stay portion **76b** on the rear side is sandwiched between the rear side mounting portion **58** and the rear fixing portion **68** of the frame member **60** and is fastened together with the equipment fixing bolt **69**. Accordingly, the saddlebag stays **75** can be provided with a simple configuration.

As shown in FIG. 6, the backrest **42** is attached to the front and the rear of a grip portion **53** with a pair of equipment fixing bolts **67**, **69**, that are provided in the front-and-rear extension portion **62** of the frame member **60**, across the concave portion **54** for gripping. With such attachment, the front-and-rear extension portion **62** extend in the front-and-rear direction inside in the width direction of the vehicle of the backrest **42** so as to be parallel to the concave portion **54** for gripping and to be further inside relative to the concave portion **54** for gripping. In addition, the upper-and-lower extension portions **64**, **64** of the frame member **60** extend upwardly from the inside in the width direction of the vehicle of the rear portion of the grab rails **40**.

More specifically, the front-and-rear extension portion **62**, which functions as the attachment portion for the backrest **42** to the grab rail **40**, is disposed further inside relative to the grab rail **40** so as to overlap the grab rail **40** including the grip portion **53** in a side view shown in FIGS. 4 and 6. With such configuration, front-and-rear extension portion **62** which is hidden behind the grab rail **40** in a side view cannot be seen from outside, that can improve the external appearance. In addition, the equipment fixing bolts **67**, **69** are fastened to the front side mounting portion **57** and the rear side mounting portion **58** inside the grab rail **40** and the equipment fixing bolts **67**, **69** do not penetrate through to the outside at the same time. Accordingly, they cannot be seen from outside, which improves the external appearance.

Referring to FIGS. 1 and 7, the pillion passenger sitting on the rear seat **12b** holds the grip portion **53** of the grab rail **40** from above and from outside. For example, the pillion passenger puts his/her palm on the upper surface of the grip portion **53**, puts his/her four fingers except his/her thumb into the space S (FIG. 1) from the outside, holds the grip portion **53** by putting the fingers on the concave portion **54** for gripping and putting the thumb on the inside side surface portion **40d**. More specifically, the front-and-rear extension portion **62** is disposed inside the grab rail **40** so as not to be obstructive for the passenger to hold. In the embodiment of the present invention, the space S is provided and the front-and-rear extension portion **62** is located in the inside position spaced apart from the grip portion **53** so as not to be obstructive for the passenger to hold. Accordingly, it is easy for the pillion passenger to hold the grip portion **53**. To the contrary, for example, in such a configuration that the pipe is provided below the grab rail **40**, the pipe closes up the space S, which makes it difficult for the pillion passenger to hold the grip portion.

In addition, the front-and-rear extension portions **62**, **62** are positioned further outside relative to the edge portions **12c**, **12c** (FIG. 2) of the rear seat **12b**, so that they are not obstructive for the pillion passenger sitting on the rear seat **12b**.

Moreover, since each of the front-and-rear extension portions **62** is fixed to the front side mounting portion **57** and the rear side mounting portion **58** that are disposed so as to substantially spaced apart across the front and the rear of the grip portion **53**, the front-and-rear extension portions can receive the heavy load applied on the backrest portion **61**.

Further, the backrest **42** is attached to the rear portion of the grab rails **40**, **40** in which the interval of the left and right grab rails **40**, **40** is narrower, which thereby can improve the rigidity of the backrest **42**.

As described above, according to the embodiment of the present invention, the grab rails **40**, **40**, that are attached to the seat rails **16** on the sides of the rear seat **12b**, have the grip portions **53**, **53** extending in the front-and-rear direction of the vehicle body. The backrest **42**, that is included in the rear equipment, is disposed inside the grip portions **53**, **53** and is supported by the grab rails **40**, **40** in the front and the rear of grip portions **53**, **53**, and overlaps the grab rails **40**, **40** in a side view. With such a construction, the interval of the front side mounting portion **57** and the rear side mounting portion **58** is lengthened by fixing the backrest **42** on the front and rear of the grab rails **40**, **40**, which can support the backrest **42** effectively. Further, since the backrest **42** is unobstructively located inside the grip portions **53**, **53**, the space S can be secured between the grip portion **53**, **53** and the rear portion cover **28**. Accordingly, it is easy for the pillion passenger to hold the grab rails **40**, **40**.

In addition, the grab rails **40**, **40** are fastened vertically relative to the vehicle body in the front and rear of the grip portions **53**, **53**, and the backrest **42** is fastened to the front side mounting portion **57** and the rear side mounting portion **58**, that are formed inside the grab rails **40**, **40**, with the equipment fixing bolts **67**, **69** that are screwed in the left-and-right direction of the vehicle body. Accordingly, in a side view, the grab rail fixing bolts **51**, **51**, the front side mounting portion **57**, the rear side mounting portion **58** and the equipment fixing bolts **67**, **69** are difficult to be seen from the outside. Thus, the external appearance is improved. In addition, the grab rails **40**, **40** may be fastened in the left-and-right direction relative to the vehicle body.

In addition, the rear equipment is the backrest **42** that is formed by bending a piece of pipe. Compared to the case in which the backrest **42** is made up of plate-like members and the like, the backrest **42** can be vertically narrower, so that the front-and-rear extension portions **62** of the backrest **42** can be disposed so as to be accommodated within the vertical width of the grab rails **40**, **40**. Thus, the external appearance is improved. In addition, the grab rails **40**, **40** are disposed in a tapered shape such that the interval of the left and right grab rails **40**, **40** becomes gradually narrower as it approaches the rear side, and the interval of the left and right pipes constituting the backrest **42** becomes also narrower, which can improve the rigidity of the backrest **42**. In addition, the grab rails **40**, **40** may be disposed in parallel so that the interval of the left and right grab rails **40**, **40** may be constant.

Further, the backrest **42** has the seating surfaces **70**, **70** that are formed by flattening the pipe, and the plate-like bracket portions **71a**, **71a** of the rear carrier **43** is fastened to the seating surfaces **70**, **70**. Accordingly, the rear carrier **43** can be fastened in a simple configuration.

Furthermore, the saddlebag stays **75** are fastened together with the front side mounting portion **57** and the rear side mounting portion **58**. Accordingly, the saddlebag stays **75** can be provided in a simple configuration.

In addition, the backrest **42** has the front-and-rear extension portions **62**, **62** that extend in the front-and-rear direction so as to be parallel to the grab rails **40**, **40**. The front-and-rear extension portions **62**, **62** are fixed on the grab rails **40**, **40** so as to connect the front and rear of the grip portions **53**, **53**, and as well as overlap the grip portions **53**, **53** in a side view. Accordingly, the backrest **42** can be supported via the front-and-rear extension portions **62**, **62** on the grab rails **40**, **40** effectively. Further, it is possible to improve the rigidity of the

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grab rails **40, 40** as well as to improve the external appearance by hiding the entire front-and-rear extension portions **62, 62** inside the grab rails **40, 40**.

Further, the above-mentioned embodiment shows a mode applying the present invention, and the present invention is not limited to the above-mentioned embodiment.

In the above-mentioned embodiment of the present invention, the backrest **42** and the rear carrier **43** are described as the rear equipment to be attached via the grab rails **40**, but the present invention is not limited to apply to the embodiment. For example, by providing a bracket for fixing the rear carrier which comprises the front-and-rear extension portions **62, 62**, the bending portions **63, 63** and the parallel portions **64a, 64a**, the rear carrier **43** including the bracket for fixing the rear carrier may be attached as a rear equipment, in place for the backrest **42**.

The invention being thus described, it will be obvious that the same may be varied in many ways. Such variations are not to be regarded as a departure from the spirit and scope of the invention, and all such modifications as would be obvious to one skilled in the art are intended to be included within the scope of the following claims

What is claimed is:

1. A rear structure for a straddle vehicle comprising:  
a front seat adapted to position a rider;  
seat rails for supporting a rear seat adapted to position a pillion passenger;  
grab rails attached on a vehicle body on sides of said rear seat;  
a backrest detachably attached to a rear portion of the vehicle; and  
a space adapted for the pillion passenger to hold the grab rail, said space being formed between said grab rail and said vehicle body;  
wherein said grab rail is configured such that a grip portion extends in a front-and-rear direction of the vehicle body; and  
said backrest is disposed inside said grip portion, is supported at a front and rear of said grip portion by said grab rail and overlaps said grip portion in a side view;  
said backrest is mounted to mounting portions formed on inside surfaces of said grab rails.
2. The rear structure for the straddle vehicle, according to claim 1, wherein said grab rails are fastened vertically relative to said vehicle body in the front and rear of said grip portions, and said backrest is fastened to mounting portions, formed inside said grab rails, with bolts screwed in a left-and-right direction of the vehicle body.
3. The rear structure for the straddle vehicle, according to claim 1, wherein said grab rails are provided in a left and right pair, and are disposed in a tapered shape wherein the interval of said left and right grab rails becomes gradually narrower as it approaches a rear side of the vehicle.
4. The rear structure for the straddle vehicle, according to claim 2, wherein said grab rails are provided in a left and right pair, and are disposed in a tapered shape wherein the interval of said left and right grab rails becomes gradually narrower as it approaches a rear side of the vehicle.
5. The rear structure for the straddle vehicle, according to claim 3, wherein said backrest has seating surfaces formed by flattening said pipe, and plate-like brackets of a rear carrier are fastened to the seating surfaces.
6. The rear structure for the straddle vehicle, according to claim 2, wherein saddlebag stays are fastened together with said equipment mounting portions.
7. The rear structure for the straddle vehicle, according to claim 1, wherein said backrest has front-and-rear extension

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portions extending in the front-and-rear direction along said grab rails, and each of the front-and-rear extension portions is fixed on said grab rail so as to connect the front and rear of said grip portion as well as to overlap said grip portions in a side view.

8. The rear structure for the straddle vehicle, according to claim 2, wherein said backrest has front-and-rear extension portions extending in the front-and-rear direction along said grab rails, and each of the front-and-rear extension portions is fixed on said grab rail so as to connect the front and rear of said grip portion as well as to overlap said grip portions in a side view.

9. The rear structure for the straddle vehicle, according to claim 3, wherein said backrest has front-and-rear extension portions extending in the front-and-rear direction along said grab rails, and each of the front-and-rear extension portions is fixed on said grab rail so as to connect the front and rear of said grip portion as well as to overlap said grip portions in a side view.

10. The rear structure for the straddle vehicle, according to claim 5, wherein said backrest has front-and-rear extension portions extending in the front-and-rear direction along said grab rails, and each of the front-and-rear extension portions is fixed on said grab rail so as to connect the front and rear of said grip portion as well as to overlap said grip portions in a side view.

11. A backrest detachably attached to the straddle vehicle including:  
seat rails for supporting a rear seat adapted to position a pillion passenger;  
grab rails attached on the vehicle body on sides of said rear seat; and  
a space for the pillion passenger to hold the grab rail, said space being formed between said grab rail and said vehicle body;  
the backrest wherein:  
said grab rail is configured such that the grip portion extends in a front-and-rear direction of the vehicle body; and  
said backrest is disposed inside said grip portion, is supported at a front and rear of said grip portion by said grab rail and overlaps the grip portion in a side view.

12. In a rear structure for a straddle vehicle comprising:  
a vehicle body;  
seat rails secured to said vehicle body for supporting a rear seat;  
grab rails attached on the vehicle body on the sides of said rear seat;  
a backrest detachably attached to a rear portion of the vehicle; and  
a space for an individual to hold the grab rail, said space being formed between said grab rail and said vehicle body;  
wherein said grab rail is configured such that a grip portion extends in a front-and-rear direction of the vehicle body; and  
said backrest is disposed inside said grip portion, is supported at a front and rear of said grip portion by said grab rail and overlaps said grip portion in a side view;  
said backrest is mounted to mounting portions formed on inside surfaces of said grab rails.

13. The rear structure for the straddle vehicle, according to claim 12, wherein said grab rails are fastened vertically relative to said vehicle body in the front and rear of said grip portions, and said backrest is fastened to equipment mounting portions, formed inside said grab rails, with bolts screwed in a left-and-right direction of the vehicle body.

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**14.** The rear structure for the straddle vehicle, according to claim **12**, wherein said grab rails are provided in a left and right pair, and are disposed in a tapered shape wherein the interval of said left and right grab rails becomes gradually narrower as it approaches a rear side of the vehicle.

**15.** The rear structure for the straddle vehicle, according to claim **13**, wherein said grab rails are provided in a left and right pair, and are disposed in a tapered shape wherein the interval of said left and right grab rails becomes gradually narrower as it approaches a rear side of the vehicle.

**16.** The rear structure for the straddle vehicle, according to claim **14**, wherein said backrest has seating surfaces formed by flattening said pipe, and plate-like brackets of a rear carrier are fastened to the seating surfaces.

**17.** The rear structure for the straddle vehicle, according to claim **13**, wherein saddlebag stays are fastened together with said mounting portions.

**18.** The rear structure for the straddle vehicle, according to claim **12**, wherein said backrest has front-and-rear extension portions extending in the front-and-rear direction along said

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grab rails, and each of the front-and-rear extension portions is fixed on said grab rail so as to connect the front and rear of said grip portion as well as to overlap said grip portions in a side view.

**19.** The rear structure for the straddle vehicle, according to claim **13**, wherein said backrest has front-and-rear extension portions extending in the front-and-rear direction along said grab rails, and each of the front-and-rear extension portions is fixed on said grab rail so as to connect the front and rear of said grip portion as well as to overlap said grip portions in a side view.

**20.** The rear structure for the straddle vehicle, according to claim **14**, wherein said backrest has front-and-rear extension portions extending in the front-and-rear direction along said grab rails, and each of the front-and-rear extension portions is fixed on said grab rail so as to connect the front and rear of said grip portion as well as to overlap said grip portions in a side view.

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